

**URBAN CORRIDORS OFFICE UPDATE**

**BRIEFING PAPER**

Prepared for the  
September 2004 TRANSPORTATION COMMISSION MEETING

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Approved by: John Conrad, Assistant Secretary for Engineering and Regional Operations Division

**PURPOSE:**

To update the Commission on the status of the I-405 Kirkland Nickel Project, the first of the I-405 Nickel projects to go to construction.

**ACTION/OUTCOME:**

No action is required by the Commission.

**BACKGROUND:**

This Nickel project builds one additional northbound lane on I-405 from NE 70<sup>th</sup> to NE 124<sup>th</sup> and southbound from SR522 to SR520. The project also rebuilds the half-diamond interchange at NE 116<sup>th</sup>. Stage 1 of this project, between NE85th and NE 124<sup>th</sup>, is expected to be under contract for Design-Build in 2005. Stage 2 will build the remainder of the project in 2009.

The project's Environmental Assessment is underway with 19 of the 21 needed discipline reports complete. The project office continues to coordinate and review project data with the Multi-Agency Permit Team (MAPT) for project permits. Submittal of permit applications are expected to be delivered to the MAP Team early in October 2004. A public open house, which will review key findings of the Environmental Assessment's discipline reports, will be held September 23<sup>rd</sup> in Kirkland. Seven monthly Kirkland Advisory Committee meetings have been held that include City, local business and citizen representatives, allowing timely feedback as design for the project progresses.

The project's engineering is 50% complete towards the Design-Build bid package which will become part of the Request for Proposals (RFP) from contractors. Development of the Request for Contractor Qualifications (RFQ) package is 90% complete. Right of Way purchases are progressing and are mainly needed for wetland and stormwater mitigation sites.

**DISCUSSION:**

This will be the 4th WSDOT project built using Design-Build methods. The project's RFP has strong emphasis on early completion and minimizing impacts to traffic and the environment as well as keeping the project within budget. The Design-Build method of

contracting has presented WSDOT with new challenges in permitting the project without final plans and devising new procedures for project development, R/W purchases and utility relocations. The project is currently several months ahead of schedule, targeting a RFQ in Fall 2004 and issuing a RFP in early 2005.

**RECOMMENDATION:**

None. No action is necessary.

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